

WISCONSIN TRAFFIC SAFETY REPORTER

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.08

A limit that makes safety sense for Wisconsin

by Secretary Frank Busalacchi
Wisconsin Department of Transportation

Wisconsin is well on the road to passing an important life-saving measure. By lowering the legal limit for first and second offense OWI to .08 BAC, we will join the 36 other states that have already enacted .08 (see map).

The benefits are certainly clear: the conservative estimate is that .08 would save 24 lives annually in Wisconsin. Currently, we lose about 300 people a year to alcohol-related crashes.

Scientific studies show that drivers are already impaired at .08; braking, steering, lane changing, speed control and attentiveness are all compromised.

And .08 would help address the core of the drinking and driving problem in Wisconsin: the first-time offender. In 2000, two thirds of drinking drivers in fatal and serious injury crashes in Wisconsin had NO prior conviction on their Wisconsin driving record (see table on page 4).

A recent study by Johns Hopkins University supports this. As reported in *Injury Prevention* (9/02), a substantial number of drivers with high BACs who are killed in motor vehicle crashes are NOT problem drinkers. The study found that only 7% of the deceased drivers had been convicted of alcohol-impaired driving in the three years prior to their fatal crash.

It's our hope that .08 will encourage people to drink more responsibly if they're going to drive. As a result, Wisconsin would be well on its way to reducing the pain and heartache caused by the hundreds of alcohol-related tragedies annually, and the thousands of injuries resulting from impaired driving crashes.

For these reasons and more, .08 is a measure Governor Doyle and WisDOT strongly support. We firmly believe it is the right thing to do for the safety of the people of Wisconsin.

.08 will save lives ... and \$

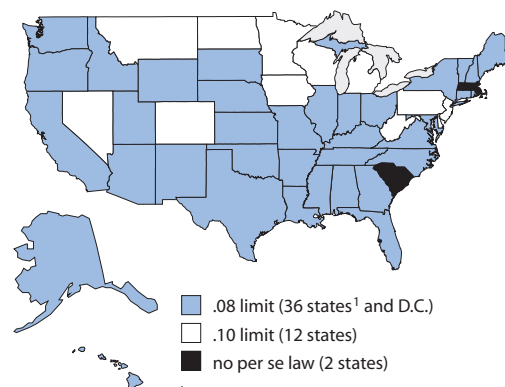
"We should have done it 12 years ago. It would have saved lives then, it will save lives now. And, if we don't do it, we'll lose millions of federal transportation dollars."

In his February 18 budget address, Governor Jim Doyle emphasized that Wisconsin needs to reduce the legal limit for an OWI first and second offense from the current .10 to .08 BAC (blood alcohol concentration). The article below looks at the .08 provision, both in the state budget proposal and in Assembly Bill 88, which the legislature is now considering. Here let's first consider the cost of impaired driving, how a .08 law will save federal highway funds, and then the following topics in the .08 debate:

- Are we impaired at .08?
- Will a .08 law criminalize social drinking?
- Will it save lives?
- Does a .08 law ignore 'the real problem'?
- How will it affect the criminal justice system?

continued on page 2

per se BAC limits (as of 4/30/03)



¹ Louisiana's .08 law will go into effect 9/30/03; Tennessee's and Ohio's on 7/01/03. Rhode Island's .08 per se law, enacted in 7/00, does not comply with federal requirements.

2 chances in the legislature

by Dennis Hughes

Wisconsin had two chances of enacting a first and second offense .08 OWI law this year. One has gone by the boards, the other remains in play.

On February 20, a .08 provision was included in Governor Doyle's biennial state budget proposal (Senate Bill 44), but it was removed by the Legislature's Joint Finance Committee on June 3.

Another chance of enactment is Assembly Bill 88, introduced by Representative John Ainsworth (R-Shawano) in February. This version of .08 was nearly identical to the governor's version in the budget bill.

On April 10, the Assembly Transportation Committee held a public hearing on AB-88, and the committee then approved the bill by an 8-4 vote on April 24.

AB-88 passed a floor vote in the Assembly (72-23) on May 29. Major amendments were included in the version of AB-88 that passed. However, these amendments do not appear to jeopardize compliance with the federal .08 mandate.

AB-88 is now in the hands of the Senate, where the leadership will decide if or when to schedule the bill for a vote.

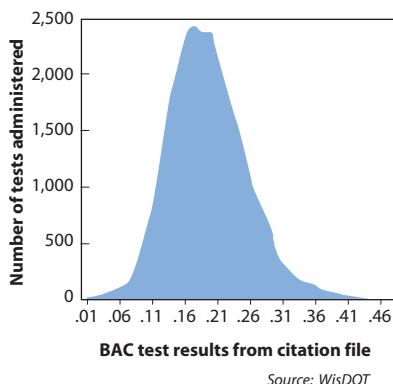


PHOTO BY JAY SALVO

During the April 24 meeting of the Assembly Transportation Committee (l-r): John Evans, director, WisDOT-BOTS; Dennis Hughes, chief of the policy analysis section, BOTS; and Representative John Ainsworth, committee chair.

Contact Dennis Hughes
WisDOT-BOTS
(608) 267-9075 or
dennis.hughes@dot.state.wi.us

OWI test result distribution (2001)



In 2001 the median test result was .17 for people arrested for OWI and who tested positive for alcohol in their systems. To see how many drinks it takes to reach various BAC levels, see alcohol charts on page 4.

.08 will save lives ... and \$ from page 1

The cost in lives and \$

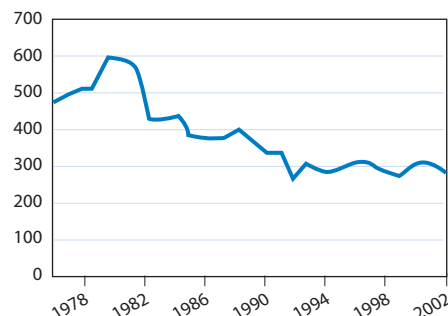
In the not-so-distant past, a person could go out to socialize in the evening, have a few drinks, and then climb into the wagon, fall asleep, and the non-impaired horse would make its way home. The automobile made the combination of drinking and driving far more lethal. In 1939 Indiana became the first state to set a BAC limit; it started out with .15. Now 36 states have .08 laws.

In 1988, 23,630 people in the U.S. died in alcohol-related crashes, and by 1999 this total had declined to 15,786 (NHTSA data). But in recent years the death toll has flattened out (see graphs at right for Wisconsin data). Impaired driving remains the most frequently committed violent crime in America. Alcohol involvement is still the single greatest factor in motor vehicle crashes; only about 5% of all crashes are alcohol-related, but 38% of fatal crashes are. These crashes cause not only fatalities but also one million injuries annually, and they cost society over \$45 billion every year.

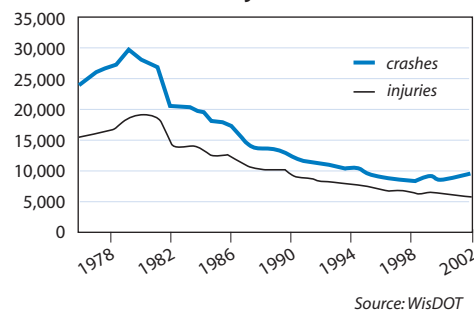
Saving federal highway funds

U.S. DOT's 2001 Appropriation Act requires states to lower the legal limit for an OWI first offense to .08 by September 30, 2003 in order to receive their full share of federal highway funds.

Alcohol-related fatalities in Wisconsin



Alcohol-related crashes and injuries in Wisconsin



Source: WisDOT



The **Wisconsin Traffic Safety Reporter** is published by the Bureau of Transportation Safety, Wisconsin Department of Transportation. Its purpose is to promote transportation safety, to recognize worthwhile programs, to educate and to share ideas with safety professionals.

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Get to know ... Carol Karsten

Alcohol Program Manager
WisDOT Bureau of Transportation Safety (BOTS)



In 1985, while working for the WisDOT Bureau of Systems and Data Processing, Carol redesigned the BOTS financial system and got "hooked" on traffic safety. She took the offer of then-director Maynard

Stoehr to join the bureau's dedicated staff to help prevent traffic fatalities and injuries.

As the BOTS alcohol program manager, she oversees the allocation of federal highway safety funds in projects that have potential to reduce the problem of alcohol and other drug impaired driving. She has also secured incentive grants from NHTSA, funding from the Office of Juvenile Justice and Delinquency Programs within the

US Department of Justice for youth alcohol prevention activities, and a discretionary grant to reduce alcohol-related crashes involving 21-34 year olds. She administers state funding for the Pre-trial Intensive Supervision program and Saferide Taxi Service programs.

She has championed Standardized Field Sobriety Testing (SFST) which has become the standard for all law enforcement agencies in the state. SFST is now taught in the 520-hour law enforcement recruit curriculum. She brought Wisconsin into the Drug Recognition Expert program; Wisconsin soon will have 89 officers certified as DREs. An additional benefit of DRE certification is providing officers who can then be trained as instructors to teach Drug Impairment Training for Educational Professionals (DITEP) (see calendar, page 8).

Another accomplishment she is proud of is helping nurture the Resource Center on Impaired Driving within the UW Law School (see article, page 6).

Contact Carol at (608) 266-0550 or
carol.karsten@dot.state.wi.us.

Wisconsin now faces two deadlines:

- By waiting until now, Wisconsin has already lost eligibility to apply for more than \$15 million in incentive funds (see graph below). Enactment of conforming legislation by July 15, 2003 would qualify Wisconsin to apply for an incentive grant of up to \$2.8 million in 2003, and would avoid the withholding of federal highway funds in 2004.
- Enactment after July 15 but by September 30, 2003 would disqualify Wisconsin for the incentive grant, but avoid the withholding of federal highway funds.

Federal withholding would cost Wisconsin nearly \$8 million in highway aid in 2004, and would increase in annual 2% increments to an estimated penalty of \$35.2 million by 2008. These withholdings would be returned in their entirety only if Wisconsin passes a .08 law within four years of the withholding.

Are we impaired at .08?

The scientific evidence is clear; at .08 we are impaired and should not be driving.

Laboratory and test track research shows that virtually all drivers are substantially impaired at .08. The vast majority of drivers, even experienced drinkers, are impaired at .08 with regard to critical driving tasks; there are significant decrease in performance in areas such as braking, steering, lane changing, judgment and divided attention. Studies report that performance decrements in some of these tasks are as high as 60-70% at .08. For detailed information on how various driving-related skills are impaired, see *A Review of the Literature on the Effects of Low Doses of Alcohol on Driving-Related Skills*, (DOT HS 809 028). Published by NHTSA in 2000, this review examined 112 studies conducted from 1981 to 1997.

Driver Characteristics and Impairment at Various BACs, a 2000 study by the Southern California Research Institute, found that "by .04 BAC, all measures of impairment that are statistically significant are in the direction of degraded performance. There was evidence of significant impairment throughout the BAC range of .02 to .10, with increasing percentage of subjects impaired and increasing magnitude of impairment at higher BACs."

The risk of being in a crash gradually increases at each BAC level, but rises rapidly after a driver reaches or exceeds .08. Research by the Insurance Institute for Highway Safety indicates that the relative risk of being killed in a single vehicle crash for drivers at BACs between .05 and .09 is 11 times that of drivers with no alcohol in their systems.

Will a .08 law criminalize social drinking?

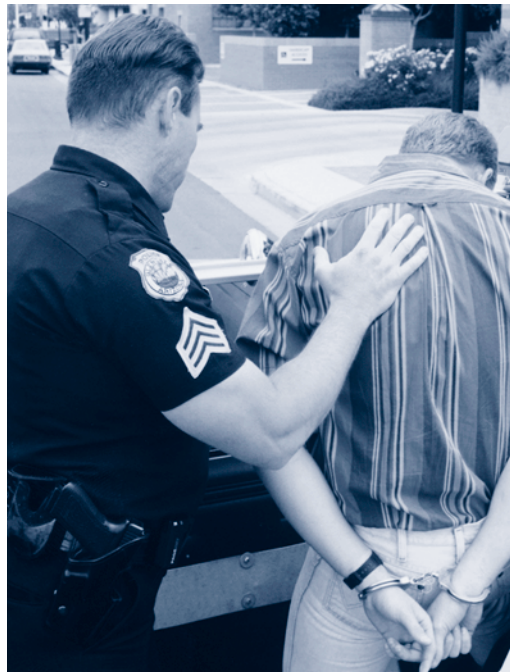
In remarks before the Assembly Transportation Committee on April 10, speaking in opposition to Assembly Bill 88 which would establish a .08 limit, a lobbyist for the Tavern League of Wisconsin suggested that a .08 law would target "people like my mother who enjoy a glass of wine with dinner."

According to the supervisor of the toxicology section of the Wisconsin State Laboratory of Hygiene, Laura Liddicoat, this assertion is "clearly false".

BAC limits in other countries

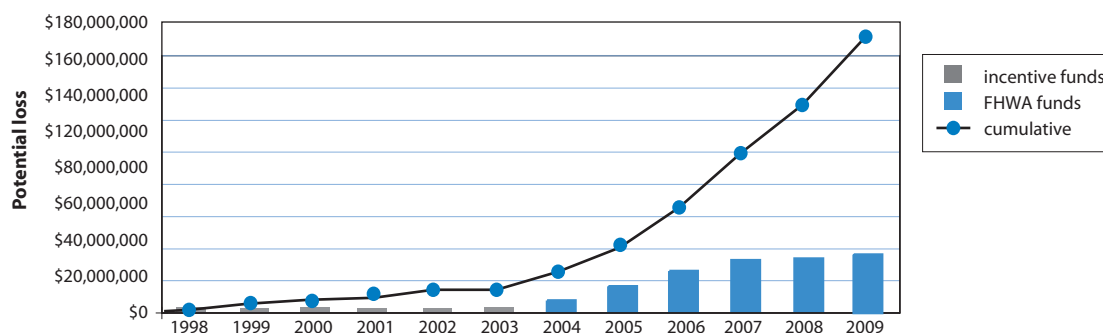
Australia	.05
Austria	.08
Canada	.08
Finland	.05
Netherlands	.05
Norway	.05
Sweden	.02
Switzerland	.08
United Kingdom	.08

Source: NHTSA



Estimated cumulative effect of lost or withheld incentive and highway (FHWA) funds in Wisconsin due to .08 sanctions

Total potential loss (1998–2009) = \$172,036,862



What is 'a drink'?

1 drink = .54 oz of alcohol

This is the amount found in:

1 ounce liquor
(100 proof)
12 ounces beer
4-5 ounces wine



Use the tables below to estimate a person's BAC. Given a person's weight and the number of drinks, get the number from the chart and then subtract from it the amount of alcohol eliminated since the time of the first drink, using the average of .015 per hour. For example, if a 120 lb. woman has two drinks within an hour, her BAC would be

$$.076 \text{ (from the chart)} - (.015/\text{hr} \times 1 \text{ hr}) = .061$$

Alcohol chart (females)

Body Weight	Number of drinks					
	1	2	3	4	5	6
90 lb.	.053	.106	.159	.212	.265	.318
100 lb.	.047	.094	.141	.188	.235	.282
110 lb.	.042	.084	.126	.168	.210	.252
120 lb.	.038	.076	.114	.152	.190	.228
130 lb.	.036	.072	.108	.144	.180	.216
140 lb.	.033	.066	.099	.132	.165	.198
150 lb.	.031	.062	.093	.124	.155	.186
160 lb.	.028	.056	.084	.112	.140	.168
170 lb.	.027	.054	.081	.108	.135	.162
180 lb.	.026	.052	.078	.104	.130	.156

Alcohol chart (males)

Body Weight	Number of drinks					
	1	2	3	4	5	6
120 lb.	.031	.063	.094	.125	.156	.188
130 lb.	.029	.058	.087	.116	.145	.174
140 lb.	.027	.054	.080	.107	.134	.161
150 lb.	.025	.050	.075	.100	.125	.151
160 lb.	.023	.047	.070	.094	.117	.141
170 lb.	.022	.045	.066	.088	.110	.132
180 lb.	.021	.042	.063	.083	.104	.125
190 lb.	.020	.040	.059	.079	.099	.119
200 lb.	.019	.038	.056	.075	.094	.113
210 lb.	.018	.036	.053	.071	.090	.107
220 lb.	.017	.034	.051	.068	.085	.102

A 180 lb. male could have five drinks in two hours—a considerable amount of social drinking—and his BAC would be

$$.104 - (.015/\text{hr} \times 2 \text{ hrs}) = .074$$

These BACs are for drinking without eating; having something to eat along with a drink slows absorption and yields lower BACs.

Will a .08 law save lives?

NHTSA estimates that a .08 limit likely would have prevented 24 of the 304 alcohol-related fatalities in Wisconsin during 2001. This is based on a NHTSA-sponsored 1999 study of all 50 states. Those which enacted .08 laws experienced an average 8% reduction in the involvement of drivers with both low and high BAC levels in fatal crashes, when compared with the involvement of sober drivers. A Boston University study compared five states that lowered their limits from .10 to .08 with five states that retained the .10 limit. The study found that not only did the .08 laws help reduce alcohol-related fatalities, but they also reduced fatalities at the higher BAC levels.

Opponents of .08 laws often cite a report which the General Accounting Office prepared for Congress in 1999. The report states that "overall, the evidence does not conclusively establish that .08 BAC laws, by themselves, result in reductions in the number or severity of alcohol-related crashes." Notice the words "by themselves". Opponents often overlook that the report goes on to say, "there are, however, strong indications that .08 BAC laws in combination with other drunk driving laws (particularly license revocation laws), sustained public education and information efforts, and vigorous and consistent enforcement can save lives." Wisconsin has strong license revocation laws, and in 2001 Wisconsin enacted tougher penalties for repeat and high BAC offenders.

Prior OWI history of drinking drivers in fatal & serious injury crashes in Wisconsin

Year	No prior OWI	1 prior	2 priors	3 priors	4 or more	Total	% no priors	% 1 or more	% 2 or more
1991	1,484	211	24	3	2	1,724	86.1%	13.9%	1.7%
1992	1,394	224	37	6	1	1,662	83.9	16.1	2.6
1993	1,143	255	49	17	3	1,467	77.9	22.1	4.7
1994	1,149	288	71	18	7	1,533	75.0	25.0	6.3
1995	1,052	235	87	16	5	1,395	75.4	24.6	7.7
1996	950	239	80	19	14	1,302	73.0	27.0	8.7
1997	814	271	67	32	14	1,198	67.9	32.1	9.4
1998	823	218	89	33	18	1,181	69.7	30.3	11.9
1999	814	217	107	40	17	1,195	68.1	31.9	13.7
2000	824	217	105	46	22	1,214	67.9	32.1	14.3

Source: WisDOT

Does a .08 law ignore 'the real problem'?

According to opponents of .08 laws, the state should focus on 'the real problem'—repeat and high BAC offenders—rather than being distracted with a .08 law. But in fact people with no prior OWI history are a considerable part of the problem of alcohol-related fatalities and injuries. In 2000, the most recent year for which data is available, 67.9% of drinking drivers involved in fatal and serious injury crashes had no prior OWI history (see table on previous page).



How will a .08 law affect the criminal justice system?

A study of the effect of California's .08 law found that the main impact on the court system was an increase in the certainty of prosecution for OWI at lower BAC levels. The study found no significant increase in jail overcrowding, or in the number of appeals, or offenders pleading guilty versus requesting jury trials. A 2000 study of the effectiveness of the Illinois .08 law did not find significant changes in the operations of the state's law enforcement agencies, despite the fact that statewide OWI arrests increased by 11%.

Under current laws, police officers need to observe certain types of erratic driving behavior before they have probable cause to stop a vehicle. Lowering the BAC legal limit does not change this requirement. .08 laws are supported by law enforcement organizations including the International Association of Chiefs of Police and the National Sheriff's Association.

As Governor Doyle has noted, now's the time for a .08 law in Wisconsin.



steps up pressure for .08

With the .08 deadlines of July 15 and September 30 approaching, many people believe our work is done, but Mothers Against Drunk Driving believes it has just begun. "We want to save lives in Wisconsin, and .08 will do that. And incidentally, passing the bill would mean maintaining millions of dollars for Wisconsin transportation projects, and possibly bringing in additional incentive funding to the state. This money could help make our roads even safer," said Rose Rose, MADD Wisconsin state chair.

MADD plans to step up its public education and awareness campaign, legislative efforts and overall vocal support for this vital legislation.

Contact Kari Kinnard at [800] 799-6233 or kkinnard@tds.net.

Helping save lives for 30 years

WisDOT Bureau of Transportation Safety just marked 30 years of service by two of its stalwarts, Jerry Smith and Ron Thompson.

In 1973 Jerry began his career as a field representative (regional program manager) in northcentral Wisconsin, and in 1975 he transferred to Madison to cover the southwestern region. He currently is chief of the Field Services Section and program manager for Roadway Safety and Community/Corridor Traffic Safety Programs.

Ron started out as a field representative serving the northwest region, and working at UW-Whitewater in 1975 he developed the Wisconsin Pedestrian & Bicycle Safety Plan. The state pedestrian and bicycle safety coordinator until 1982, he has since then managed the Wisconsin Motorcycle Safety Program.



Jerry Smith and Ron Thompson

Highway Safety Partners

This section profiles people who are helping improve traffic safety in Wisconsin.

Nina Emerson

*Director, Resource Center on Impaired Driving
University of Wisconsin Law School*



If you call the resource center's toll-free number, you will likely get the director, Nina Emerson. Located in the UW Law School's Office of Continuing Legal Education, the center provides a wide range of alcohol-related data and legal information on impaired driving

issues to judges, prosecutors, defense attorneys, law enforcement officers, educators, legislators and citizens. The idea for such a clearinghouse was initially proposed by WisDOT-BOTS, and the center embodies the "Wisconsin Idea" through its partnership between the University of Wisconsin and a state agency.

The center opened in 1992, and its work has included issues related to driving impairment due to both alcohol and other drug use. Nina notes that, "Even though alcohol is the drug of choice in Wisconsin, we wanted to be able to address the problem of drug-impaired driving as well."

The center's goal is to help people make informed decisions. For example, as the state considers lowering the first and second offense BAC limit to .08, much has been done to dispel the myth perpetrated by the alcohol industry that such a law would criminalize social drinking.

Visit www.law.wisc.edu/rcid/ and contact Nina at (800) 862-1048 or ninaj@wisc.edu.

Joe Maassen

WisDOT Office of General Council



In his 20-plus years as an attorney with WisDOT, Joe has championed numerous traffic safety improvements. Early in his career he helped shape WisDOT's policy position in support of a new child passenger safety law, and he then helped lead the charge for the development and

passage of the law covering administrative license suspension for impaired driving.

In the early 1990s, concern about repeat OWI offenders prompted the governor and WisDOT secretary to ask Joe to help organize and lead the Governor's Task Force on Impaired Driving. Their

recommendations led to changes in the law and to the creation of two programs that he helped envision and bring into existence. One is the Resource Center on Impaired Driving at the UW Law School (see Nina Emerson profile) and the other is the Repeat Offender Intensive Supervision Program that provides pre-trial support for persons arrested as repeat OWI offenders. This program has received national acclaim for reducing repeat offender recidivism while at the same time lowering the number of days spent in jail.

Joe has also helped with the passage and re-authorization of Wisconsin's seatbelt law and with efforts to better regulate commercial motor vehicles and their drivers. He has written articles for legal journals on both impaired driving laws and policies and motor carrier regulation and safety.

Contact Joe at (608) 266-7364 or joe.maassen@dot.state.wi.us.

Todd Meurer

Dane County Court Commissioner



As the criminal and traffic court commissioner for Dane County, Todd's daily calendar is filled with traffic cases. For 17 years he has presided over criminal and civil traffic intake court, and he has acquired a statewide reputation as a traffic law expert. He has authored

numerous publications on traffic law; has served on several governors' task forces on highway safety and traffic law; and reviews traffic sections of both the *Circuit Court and Municipal Court Judge's Handbooks*. "I certainly did not go to law school thinking I would specialize in traffic law. But I enjoy contact with people, and this area of the law allows me to directly interact with hundreds of defendants each week."

After graduating from UW Law School in 1980, Todd served as an assistant district attorney in Dane County. The legal limit then was .15 and plea bargaining of OWI cases was very common. "Governor Doyle was district attorney of Dane County at that time. He put an end to plea bargaining of OWI cases. Under Doyle's leadership, we began to see these as serious cases that should be vigorously prosecuted. The change to .10 and the creation of the "per se" offense were our best weapons in the battle to prosecute these cases."

He welcomes a change to .08. "After 20 years, it's time that the law move forward and correctly reflect that people are dangerously impaired at .08."

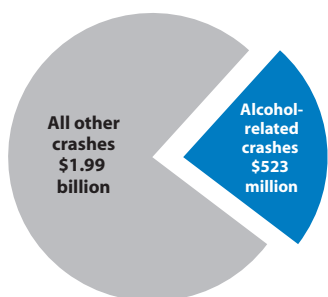
Call Todd at (608) 266-9100.

2001 Wisconsin Alcohol Crash Facts Monograph

The following are excerpts from the monograph, which was prepared by WisDOT-BOTS and is available at www.dot.wisconsin.gov/safety/motorist/crashfacts/index.htm

- In 2001, 304 people were killed and 6,586 were injured in 8,695 alcohol-related motor vehicle crashes in Wisconsin. Alcohol-related crashes accounted for 7% of all crashes in the state, 40% of all motor vehicle fatalities, and 11% of all motor vehicle injuries.

Estimated cost of alcohol-related crashes (2001)



- In 2001, 36% (163) of all drivers killed who were tested had a BAC of .10 or higher.
- About 8% (314,811) of the total number of licensed drivers in Wisconsin have one or more OWI convictions on record since 1/1/89 (see below).

Wisconsin driver statistics

from the WisDOT-DMV driver record file (1/1/89 to 1/1/02)

252,158	drivers had	1	OWI conviction
34,149	drivers had	2	OWI convictions
19,021	drivers had	3	OWI convictions
6,312	drivers had	4	OWI convictions
2,040	drivers had	5	OWI convictions
725	drivers had	6	OWI convictions
257	drivers had	7	OWI convictions
88	drivers had	8	OWI convictions
35	drivers had	9	OWI convictions
17	drivers had	10	OWI convictions
7	drivers had	11	OWI convictions
1	driver had	12	OWI convictions
1	driver had	13	OWI convictions
314,811	total		

- Repeat offenders are not the chief agents of fatal and non-fatal serious injury crashes involving drinking and driving. Most drunk drivers (typically about 67%) involved in fatal and non-fatal serious injury crashes have NO prior OWI convictions (see graph).

- Most OWI convictions go to first-time offenders.** In 2001, 63.8% of all convictions for OWI offenses went to first-time offenders, while 36.2% went to persons who had at least one prior OWI conviction on their Wisconsin driver record since 1989.
- The "typical" drunk driver is 38 years old and male.** Of the 252,158 drivers with one OWI conviction on their driver record, 79% were male and 45% were between the ages of 25 and 39. Of the 62,653 repeat OWI offenders, 85% were male and 50% were between the ages of 25 and 39.
- Of the 37,718 OWI citations adjudicated in Wisconsin during 2001, 92% of the drivers were found guilty.** This total includes 5,082 cases in which the driver refused the alcohol test; 94% of those who refused the alcohol test were found guilty of OWI.

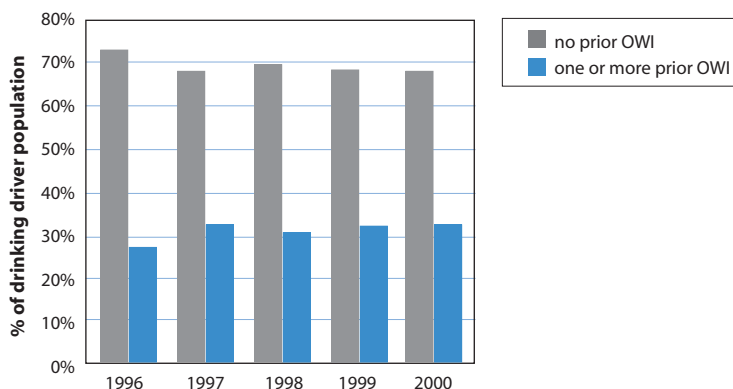
Wisconsin alcohol consumption

Wisconsin ranks 18th in population in the U.S., yet we rank 7th highest in the nation in per capita beer consumption and 11th highest in per capita consumption of distilled spirits.

Alcohol/drug abuse treatment

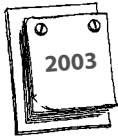
During the 1970s in Wisconsin, there was a four-fold increase in the number of people treated for alcohol and other drug abuse in publicly supported treatment programs. The number of clients doubled between 1980 and 1990. Since 1991, the number of alcohol and other drug abuse clients receiving any service with public funds has remained stable, averaging 58,826 clients per year between 1991 and 2001. Expenditure of public funds for alcohol and drug abuse treatment has averaged approximately \$61 million per year for 1991-2001 (data provided by the Wisconsin Department of Health and Family Services).

Prior OWI history of drinking drivers in fatal and serious injury crashes



What is an "alcohol-related crash"?

An alcohol-related crash is one in which the investigating officer perceived that a driver, pedestrian or bicyclist involved in the crash had been drinking alcohol prior to the crash. Citations are not always written for crashes that are alcohol-related.



Mark your calendar!

July 14-17

International Traffic Records Forum

Marriott Denver Tech Center

www.atsip.org/forum2003

August 20

Drug Impairment Training for Educational Professionals

preceding the Governor's Conference
(see below)

Contact Dr. Randy Thiel
at (608) 266-9677 or
randall.thiel@dpi.state.wi.us

August 21-22

Governor's Conference on Highway Safety

Radisson Paper Valley
in Appleton
Contact Vicki Schwabe,
WisDOT-BOTS, at (608)
266-0402 or
vicki.schwabe@dot.state.wi.us

Accurate, efficient BAC breath testing



A preliminary breath test of a driver's BAC can be performed easily during a roadside stop; it is non-invasive and can be done while drivers are still in their vehicles. But to obtain the accuracy required for an OWI conviction, evidentiary breath testing equipment, such as the Intoximeter EC/IR, is used.

The Chemical Test Section within the WisDOT Division of State Patrol provides state-of-the-art preliminary and evidentiary breath alcohol testing services to law enforcement agencies in Wisconsin.

- Staff trains and certifies officers in the proper use and maintenance of preliminary breath alcohol devices that provide a qualitative, roadside test of suspected intoxicated drivers.
- Training is also provided in Intoximeter operation. With 240 of these devices statewide, officers are just minutes away from obtaining an accurate test of their OWI suspect. Chemical test coordinators provide routine maintenance and ensure that operators' training and permits are up-to-date.
- The section chemist evaluates new breath testing instrumentation proposed for use in the state.
- Staff fosters effective OWI prosecution by providing education, support and expert testimony for municipal and county prosecutors. Continuing education is also provided to judges and UW-Madison Law School students.

A .08 law would have little effect on the section's activities. Over the last decade, the number of OWI citations has varied little, and it is uncertain that officers will detect and apprehend significantly more drivers with a .08 law.

Contact Sue Hackworthy at (608) 267-2881 or susan.hackworthy@dot.state.wi.us.

Resources

.08 BAC First Offense OWI Law prepared by WisDOT

www.dot.wisconsin.gov/about/docs/fact/12_firstoffense.pdf

2001 Wisconsin Alcohol Crash Facts Monograph prepared by WisDOT-BOTS (excerpts on page 7)

www.dot.wisconsin.gov/safety/motorist/crashfacts/index.htm

MADD provides brochures on both impaired driving and .08; call (800) 799-6233 or visit www.maddwi.org.

Also visit NHTSA

www.nhtsa.dot.gov

and the AAA Foundation for Traffic Safety

www.aaafoundation.org

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